GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:69
ANSWERED ON:16.08.2007
UNDER-UTILISATION OF CAPACITY OF DLWs
Sarvey Shri Sathyanarayana

Will the Minister of RAILWAYS be pleased to state:

(a) whether the order for locos placed by the Railways with the DieselLocomotive Works (DLWs) were far below the installed capacity of DLWs resulting in gross under-utilization of their capacity in terms of manpower and technology;

(b)if so, the details thereof and the reasons therefor;

(c) whether the Railways require additional rolling stock to match the growth in traffic; and

(d) if so, the steps taken by the Railways to meet the requirement?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI LALU PRASAD)

(a) to (d) A Statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO.69 BY SHRI SARVEY SATHYANARAYANA TO BE ANSWERED IN LOK SABHA ON 16.8.2007 REGARDING UNDER-UTILISATION OF CAPACITY OF DLWs

(a) Sir, the Diesel Locomotive Works (DLW), Varanasi has an installed capacity of 150 diesel locomotives per year from infrastructure point of view. During the last year, 2006-07, the production of locomotives was 186, i.e. 36 more than capacity. However, the production during the seven year period from 1999-2000 to 2005-06 were less than the installed capacity as the orders placed on DLW by the Railways were less. This is shown in table below:

Year	Installed capacity	Target (Orders by of Indian Railways)	Actual number locomotives turned out
1998-99	150	157	161
1999-00	150	138	137
2000-01	150	100	103
2001-02	150	90	102
2002-03	150	100	116
2003-04	150	109	116
2004-05	150	120	121
2005-06	150	143	148
2006-07	150	150	186
2007-08	150	200	78 (till July`07)
2008-09	150	250	-

(b) The less orders for Diesel Locomotives was due to the reduced requirement as traffic growth had been on the lower side resulting in reduced demand for locomotives, in the years 1999-00 to 2005-06.

However, due to the resurgence of traffic growth over the last three years, there has been an increase in requirement and the orders placed on DLW are commensurate to, and even more than, the installed capacity of DLW, and the trend is expected to continue in the foreseeable future.

(c) & (d) Yes Sir. With the recent economic upsurge in the country, there has been growth in the traffic demands of the Indian Railways.

To meet the enhanced requirements of rolling stock, the Ministry of Railways, are setting up a Rail Coach Factory, a Diesel Locomotive Factory and an Electric Locomotive Factory, and also augmenting the capacities of the existing production units as under:

	Existing installed capacity (per year) (per year)	Capacity being augmented to:
Diesel Locomotives:		
Diesel Locomotive Works, Varanasi	150	200
Electric Locomotives:		
Chittaranjan Locomotive Works ,Chittaranjan	150	200
Coaches:		
Rail Coach Factory, Kapurthala	1000	1400
Integral Coach Factory, Chennai	1000	1500

Wagons:

Adequate capacity for manufacture of wagons exists in the Private and Public Sectors at present, and orders for wagons are being placed as per the requirements for traffic.